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That there is in the price of merchandise. That is, while a merchant may make a lower price on a case of shoes than he would make on a single pair, or a lower price on a thousand cases than on five hundred cases, or a lower price on a regular customer than on an infrequent purchaser, no such confusion would follow an attempt to establish a sliding rate scale for carload lots, three-quarter carloads, half car, and so on, although the general principle may be the same in both cases. A still greater confusion would follow the exercise of a right to make special discounts to different shippers.

While there is a seeming lack of logic in the recognition of a principle in one of these cases and its denial in the other there is nevertheless a certain degree of consistency in the operation of the present system. Let us assume that our correspondent is a shipper of an average of a hundred parcels a day, that all are delivered to the same railway for distribution along its line and for delivery to connecting lines. As compared with the shipper of an occasional parcel he may, and very rightly, regard himself as a "wholesale" customer and therefore entitled by custom though not by law to a price advantage not given to the shipper of a parcel a week or even the shipper of ten parcels a day. His separate parcels in weight and bulk may even be the equivalent of one or more carloads. Aside from a little complication in the receiving dock in the freight office, it makes no difference to the railway whether a hundred parcels are received from one shipper or from a hundred different shippers. There is the same amount of handling, billing and responsibility. In that fact alone the justification for the charge of the retail price on parcel shipments regardless of the number of parcels forwarded by an individual shipper.

It is not so much a question of law as a matter of ordinary business. Of the feature of the law involved in these two questions there is practically universal approval. Few dispute the evil of rate discrimination between shipper and shipper, of rebates and special favors. The transportation company is in its status semi-public and semi-private, because of this dual nature, while the individual, the firm, or the corporation, may do what it will with its own, may charge what it sees fit to this customer or that, for this quantity of merchandise or for that, the railway should not have and by law has not a similar freedom. It must treat all of its customers alike. To that feature of the Elkins bill, there is practically no objection on the part of either the public or the railways. It is an embodiment of the moral sense of the community. There is doubtless a seeming confusion of principle in freedom to issue low priced commutation tickets to constant passengers while refusing special advantages to large and frequent shippers of merchandise, but when the two cases are carefully analyzed from a purely business point of view differences which are almost fundamental appear between them.

In reply to our correspondent's third question we must say frankly that we do not know. We can only hope that out of the tempest and the whirlwind some real and lasting good will come. We must all await the issue with such grace and patience as Heaven sends us.

Katzbach of Trenton.

The ruler that KATZBACH of Trenton is the choice of the Democratic organization in New Jersey for Governor is most persistent. A Democratic Governor of New Jersey would be a logical candidate for Vice-President if the national convention were to nominate a Western or Southern man for President; so leaders like DAVIS, GORELEY, CORNISH and HUNTER, who, it may be supposed, will control the State convention that meets in New Jersey on September 18, would be wise to balance the names of all available candidates for President with that of KATZBACH and note how the combination sounds.

Of the Democratic candidates for Governor in New Jersey who have taken or been put into the field the Hon. FRANK S. KATZBACH, JR., is the most silent and circumspect, although as Mayor of Trenton he made 327 speeches of welcome to visiting societies and organizations. Farmer MARTINE of Plainfield is constitutionally opposed to keeping still. State Senator SAMUEL S. CHILDS has boldly announced the platform he would like to stand upon, and Brewer HINDLIFFE of Paterson, the fire and flood Mayor, has only casual fits of eloquent silence. Since the propulsion of his boom into the open by disinterested friends Mr. KATZBACH, who can talk like a polished Princetonian on occasion, has been mysteriously reticent.

The impression obtaining in northern New Jersey, where Mr. KATZBACH is not well known, that he is a florid, well fed, good humored, somewhat solid and stolid nonentity picked out by the politicians to run against the Bishop's bill, does an accomplished gentleman more than a mild injustice. Mr. KATZBACH is a young man of fine presence, a graduate of Princeton, where he was president of the lawn tennis association and a renowned debater, and he has served two terms as Mayor of Trenton. A very capable and dignified Mayor he made. His votes were plentiful and well aimed at a Republican Common Council that was a law unto itself.

Mayor KATZBACH stood for limited franchises and the economy in public affairs which consists "in not spending money." At the same time he was a loyal organization man. His appointments were very creditable to an organization man. In a word, he was an old-fashioned Democrat of the Cleveland school. Locally he is popular. When FRANKLIN MURPHY, the Republican candidate for Governor in 1901, carried Trenton by more than 1,000 plurality, KATZBACH, running for Mayor, beat his Republican opponent, now Senator FRANK O. BRIGGS, by 238 votes. Two years later the grandson of old PETER KATZBACH, who emigrated to this country some seventy years ago, was re-elected by a plurality of 500. Mr. KATZBACH was chosen Mayor the first time on his birthday, and he will be 40

on November 4, which happens to be election day. He is said to be something of a fatalist. The proper way to pronounce KATZBACH is KATZENBACH. These few facts about the ex-Mayor of Trenton should dispel the idea that he need not be taken seriously by his rivals and the politicians. Whether he is not too conservative and adhering to an obsolete code that vitiates Farmer Martine is open to a question for the political strategists to consider.

The Persian Boundary Dispute.

The merits of the dispute over the boundary line between Turkey and Persia depend a good deal on which version you accept. Well informed persons refuse to place either condition in either side.

According to the official Turkish account of the present state of the difference the Armenian bands have been making raids into the Persian territories and committing ravages there, using the Persian region about Lake Urmiah as a base of operations and a refuge. The situation finally became intolerable and military measures had to be taken. Hence the forward movement of army troops with artillery which resulted in the capture of the village of Haraneh. This account does not explain the military necessity for slaughtering eight hundred men and sixty women and children, all Christians, when the village was taken.

The Persian story of course represents the Turkish advance as a wanton aggression. It begins by telling how the Persian General, KATONA, was detached with a force of 1,000 men to the neighborhood of Mergovar or Mergowa, near the Persian frontier. He was sent to arrest the murderer of an American missionary. It is not made very clear that murder is meant. At first the killing of Dr. LARABEE in March, 1901, is specified. Later it was said that the murder of Mr. LARABEE in the Persian frontier last year was the cause of the expedition. Nobody either serves well enough for a rug to hang the Persian story on, or it goes on to relate that when the troops laid siege to Tali, a midjet stronghold of the wild tribesmen of the Azerbaijan frontier, the commander received a peremptory order from the officer at the head of some Turkish troops in the vicinity to evacuate his camp within three hours and disappear from the region.

The Persian General begged for a short delay in order to communicate with his Government. The Turkish reply was a dozen or so shells from a couple of field pieces dropped right into the middle of the camp. The Persians withdrew without further pressing. They make a great virtue of the fact that they did so without firing a shot in retaliation. Those who know the Persian army best freely credit the prompt retreat, but ascribe it to an excess of caution rather than to self-restraint. The Turks, the Persians say, took advantage of this incident to invade their territory and sack Haraneh. Further, they incited the Kurdish tribesmen of the province, who are always in a state of semi-revolt against the Shah, to take an attitude of absolute defiance, and 6,000 of them taking the field as allies of the Sultan seriously threatened Urmiah, causing no small dread in this country as to the possible fate of the missionaries, who have a large establishment there.

Whatever the truth may be about the beginning of the present friction it is only an incident in a dispute which has existed for ages. It is dated back by the historians as a definite cause of quarrel to 1621, and the first attempt to settle it appears to have been made in a treaty between the Sultan MEHMET IV. and Shah SEPI in 1639, which however settled nothing. The same may be said of a whole series of subsequent treaties, all of which have patched up temporary peace by postponing definite delimitation to some future time. Such was the treaty made by MAHMUD I. and NADIR SHAH in 1736, and there was still another in 1823 which provisionally recognized the status quo, but set the year 1841 for a final agreement as to the boundary. Nothing was done when that date arrived, but threats of open hostilities compelled Russia and England to intervene in 1843, and as a result of their efforts a commission was appointed on May 31, 1847, on which all four Powers were represented, to survey the country and settle the line. The instrument appointing the commission is the Treaty of Erzerum.

The dispute is from 600 to 700 miles long, as it covers the entire boundary from Mount Ararat to the Persian Gulf, though the present outbreak is confined to a small section in the northwest corner of the Persian Empire where it abuts upon Armenia. The commission named in 1847 narrowed the difference down to about thirty miles in width, and there has been no change since. The commission consumed about twenty-five years in its work. From 1851 to 1857 the members travelled up and down the line from Ararat to the Persian Gulf, collecting traditions and surveying. The next ten years were spent in making maps. Then came the period of discussion.

That which the commission actually accomplished was the determination of what certainly was not Turkish and what certainly was not Persian ground. This left a wide strip claimed by both, but for which there is in history or existing conditions no sort of data to determine the ownership. It is inhabited by nomad bands of Kurds who live under tents during a great part of the year, wandering hither and thither as pasture for their animals and the chances of plunder may attract them. They owe no particular allegiance to either of the great Mohammedan empires. When they have been depreeding on the Turks they claim Persian nationality and betake themselves far enough to the east to be secure on Persian soil. Then when an opportunity for plunder occurs with Persians as the victims, their exploits in Turkey being more or less forgotten, they cross the border again and take up quarters somewhere close to the Tigris as subjects of the Sultan.

The results of the commission's work were embodied in a general way in a treaty, executed on August 2, 1869, between Turkey and Persia, but of course the debatable ground left too much room for trouble to guarantee any lasting

quiet. In 1875 acute conditions again existed and the Turks seized several disputed points. The Persians appealed for redress to the Congress of Berlin in 1878, but got no satisfaction. Then the issue became tangled up with the efforts of the English and the Russians to establish spheres of influence in Persia, and anything like a settlement seemed further off than ever.

In 1905 the controversy took on its most recent phase previous to the present outbreak. The attention of a brigand chief for Persia was the signal for his followers to declare themselves Turkish subjects and to appeal to the Sultan for "redress." The Sultan replied by sending troops to occupy the district over which the complaints ranged. Persia also sent troops to the frontier and protested at London and at Petersburg. "Oh, well, let us appoint a boundary commission," suggested the Sultan. "Willingly," retorted the disgruntled Persians. "We will," was the Shah's reply. "Persians were brought to fear and both sides gave a little. The boundary commission was at last appointed eighteen months ago, but so far as can be discovered it has done nothing.

The probability is that no actual state of war will result from the present trouble, but that the influence for peace, indeed the Ambassador of both have been at work in Constantinople to such purpose that the commander of the Turkish army corps, who has his headquarters at Baghdad, has received orders to permit no more advance of troops or aggression of any kind. Two frontier commissions are also to be sent to Mergovar at once to examine the spot into the responsibility for the recent collision and bloodshed.

However eager he might be to gobble a few miles of territory and at the same time spill a little blood of the hated Shiite sect, AMIR HAMED is not likely to bring down on himself the wrath of England and Russia by disturbing the peace of the nearer Orient. Besides, though Turkey is unquestionably the superior of Persia in military equipment and warlike disposition yet it is not certain that she would have altogether the better of it if war actually broke out. At a word from the Shah the wild horsemen of Azerbaijan and Laristan might be lured upon Turkish territory to the number of 40,000 to 50,000, and Korbela, where HUSSAIN the son of ALI is entombed, and other places sacred in the eyes of Shiites might be captured before the slow moving machinery of the Porte could make any progress in transporting an army to the Mesopotamian region.

It is extremely probable that the news of trouble along the frontier would result in a tremendous revolt of the Arabs against Turkish rule, and the Sultan has had too much experience of what that means in the last couple of years to covet any more of it. Persia has, of course, no real notion of going to war if she can avoid it. The new parliament of the empire, it is true, has indulged in some warlike talk over the fate of Haraneh, but the army and the finances of the empire are not in shape for a war of revenge and the allegiance of more than one province to the present Shah is far too doubtful for him to feel any encouragement toward deeds of arms.

Probably another temporizing treaty will be the immediate solution of the difficulty.

Stubbis.

Student of the evolution of the Roosevelt policies may be interested in the ideas promulgated in the spring of 1906 by an eminent Republican statesman of Kansas:

"A law providing that all stocks, bonds and securities of corporations engaged in interstate business be issued under the direction and supervision of the Government, and that the par value of these stocks and bonds shall not exceed the actual value of the property, providing further that the Government shall be authorized to issue no stocks or bonds shall be issued for the purpose of buying or controlling a property that is engaged in competition with the corporation, without the consent of the Government, and providing further that all rebates, favors and discriminations of every kind, with a final provision that for the violation of the terms of the charter it shall be revoked and a receiver appointed to operate the property, would place the corporations of this country on a sound, satisfactory basis, where the Government could exercise over them the same perfect control that is now exercised over a national bank."

From the same eloquent lips came this blast against malefactors:

"There is no justice, no fairness, no righteousness in sending an ordinary citizen to jail for some trivial offense involving a few dollars and permitting the stock manipulator, the trust magnate and the corporation promoter to gain thousands or millions of dollars by fraud and escape punishment by some miserable technicality of law."

The genesis and inspiration of some of the most recent of authoritative ideas seem to belong to the statesman here cited, the Hon. BILL STUBBS.

The Hon. BILL STUBBS is a candidate for the Republican nomination for Governor of Kansas.

On July 31 the Hon. HARVEY C. GARRER, chairman of the Ohio Democratic State executive committee, who had just been conferring with the Governor of Ohio at the Miami Valley Chautauque Assembly, said in an interview at Columbus:

"It is proper to say to the Democracy of the State that Mr. STUBBS will not decline the nomination if tendered when the convention meets."

It had not been supposed that anybody supposed that the Democrats would refuse the nomination unless he became sure that he couldn't get it. The excellent GARRER took unnecessary trouble. By many devices and with constant industry Mr. STUBBS has been keeping himself in the public eye. If he can charm the Democracy again he will.

Another Possibility.

One Kingdom House, one of the largest contractors for public works in Russia, has obtained the concession for building the Pskov-Polotsk railroad, the project that was recently approved by the Russian Committee on New Railroads. He has seen to it the entire route and now that it is perfectly practicable, with an easy grade over the Pskov-Polotsk.

This road is intended to help the development of agricultural western Siberia. It will be the outlet and inlet for the splendid water freight route of the Volga and Ob rivers and of the Irtysh, the great tributary of the Ob. It will mean that double their importance, because it will be away with the difficult, dangerous and uncertain mode of travel by the Irtysh. The road is called the Kara Sea, for the Kara Sea is the part of the Arctic Ocean called the Kara Sea.

Within the last twenty years many trading companies have crossed the Kara Sea to the Ob and Yenisei, but since 1901 no commercial carrier has made this voyage. In 1904 a number of vessels in the service of the Russian Ministry of Commerce and Industry, loaded with cargo for the Siberian coast, crossed the Kara Sea. The Kara Sea is a body of water between the Kara Sea and the Kara Sea, and it is a body of water between the Kara Sea and the Kara Sea.

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The "Dantean Hell."

Its Place in the Poet's Philosophy, and His Theory of Immortality.

To the Editor of THE SUN:—Every-thing that Mr. Goldwin Smith writes in THE SUN is interesting, as is the following sentence from his latest communication: "The negative conclusion," that the soul of man is not immortal, "is the only one which is not a hell, which points the deity as incomparably worse than the worst Italian tyrant and as it is to be everlasting, concedes the final victory to evil."

It is true, however, that Dante puts in hell the material immortality of the future. The argument is in the "Convito," passage in the Inferno, where he says: "I will give you an example: 'Paddle your own canoe.'"

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Punishment of Investors.

Native and Foreign Companies Fined by the Court.

To the Editor of THE SUN:—The case which ought to be of interest to the "Pioneer" and which has not as yet been reported, is the case of the investors of the American Investment Company, which is a case of the investors of the American Investment Company, which is a case of the investors of the American Investment Company.

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To the Editor of THE SUN:—The President's designation, made of great interest to the mind of a phrase current in Australia, that the "Pioneer" has been that country was taken up on national terms in the period before the gold era by squatters, who in time became the wealthiest class, dominating the legislative council.

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Shipping News in India.

The Indian Shipping News.

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